

**Amendments to the Specification:**

**Please replace paragraph [0011] with the following amended paragraph:**

[0011] Fig. 3 is a section taken along line [[IV-IV]]III-III of Fig. 1 on a larger scale,

**Please replace paragraph [0018] with the following amended paragraph:**

[0018] A driving unit 1 is installed in a passenger automobile 2 of the sport car type – a dynamic, attention-getting automobile – of which only a mounting 3 of the driving unit 1 and a rear axle 4 with wheels 5 and 6 are shown. The driving unit 1 comprises an internal combustion engine 7 and a housing component 8 which is designed to contain a clutch 9 of a transmission 10 and a differential 11. The internal combustion engine 7, represented schematically, has opposing rows of cylinders 12, 13 and a crankshaft 14 and runs approximately in a longitudinal central plane B-B of the passenger automobile 2. The engine 7 is situated in front of the rear axle 4 as seen in the direction of travel C – a mid-engine system – and it is directly united with the housing component 8. Furthermore, the driving unit 1 is affixed through the medium of a front unit bearing 15 and rear unit bearings 16, 17 to the mounting 3, which is configured in the manner of a cowling completely surrounding said driving unit [[1a]]1.

**Please replace paragraph [0019] with the following amended paragraph:**

[0019] The housing component 8 is produced as a unit separately from a housing structure 18 of the internal combustion engine 7, and both are combined at a junction plane Ve which is aligned in the direction D-D across the vehicle. The housing component 8 accommodates the clutch 9 joined to the crankshaft 14 of the internal combustion engine 7, and it has a first bearing 19 and second bearing 20 for an input shaft 21 and an output shaft 22 of the driving unit [[10]]1, which shafts are aligned with the longitudinal central plane B-B of the passenger automobile 1. Moreover, the housing component 8 is provided with three bearings 23 for the differential 11. And a container area 24 for dry sump lubrication is integrated into the housing component 8.

**Please replace paragraph [0022] with the following amended paragraph:**

[0022] According to Figs. 3 to 5, the housing component 8 comprises a first housing part 46 and a second housing part 47. In the first housing part 46 the first bearings 19 are provided for the input shaft 21 and the third bearings 23 for the differential 11. The second housing part 47 and the first housing part 46 form the bearings 20 for the output shaft 22, such that the bearings 20 are represented by bearing halves 48 and 49 of the first housing part 46 and second housing part 47. This housing part 47 is provided on one side 50 facing away from the internal combustion engine 7 with at least one supporting bracket 51 for mounting [[the]]a crossbeam [[52]] extending between the unit supports 16

and 17. The support halves [[47]]48 and 49 lie on either side of a plane of separation 53 running relatively vertically, along which the first housing part 46 and the second housing part 47 are joined together ~~through the medium of~~ ~~by~~ bolts [[54]] (not shown). In Fig. 3 it can be seen that the container 24, the receiving chamber 26 and the differential chamber 55 are separated from one another by a wall structure 56. This wall structure 56 connects the back wall 33 to the front wall 57 and a bottom 58, so that a rigid frame structure for the housing component 8 is formed.